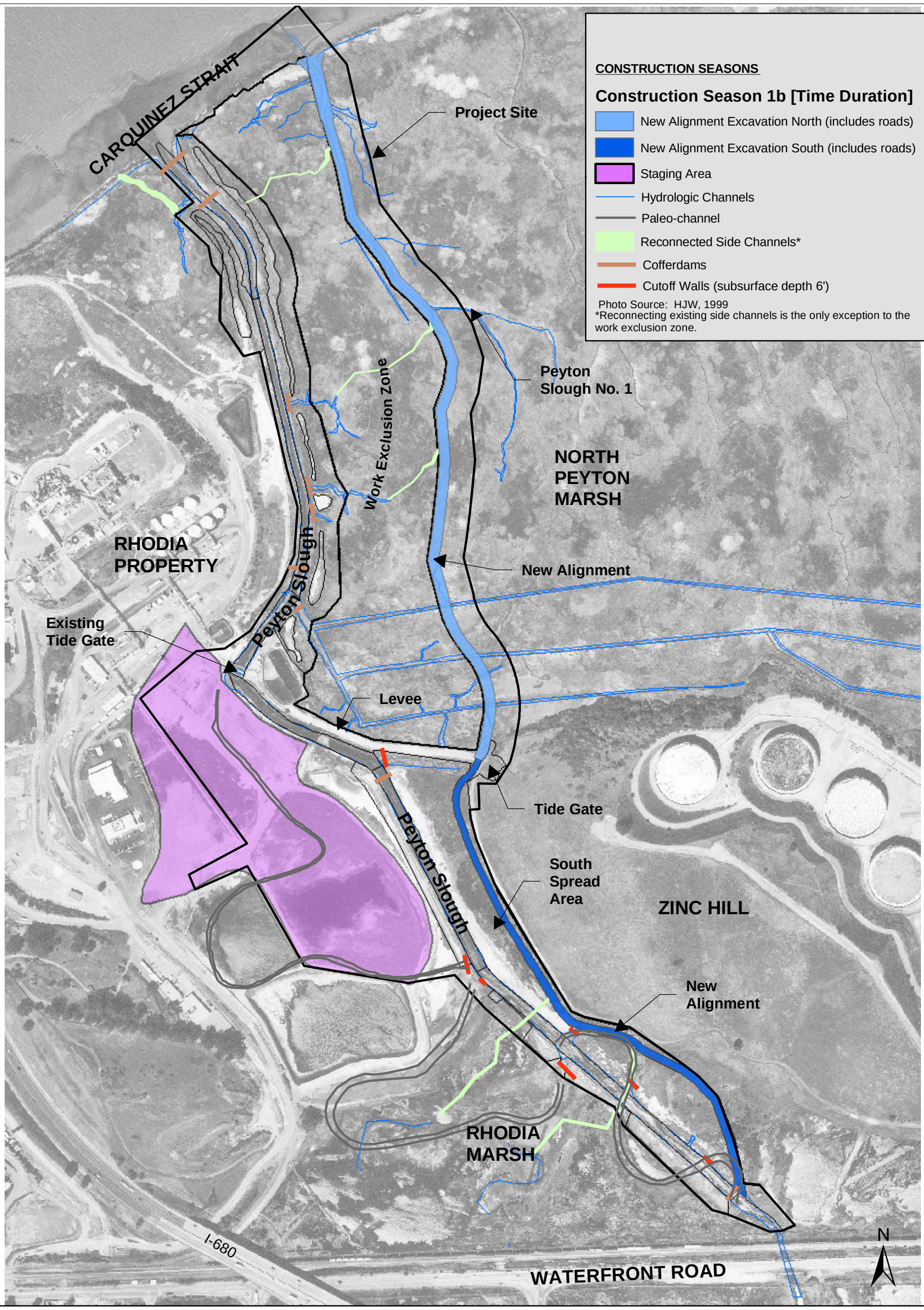

Construction Season 1b would commence with the construction of a temporary access road within the new alignment from approximately 200 feet north of Waterfront Road (tie-in point with the existing Slough) to approximately 400 feet south of Carquinez Strait (tie-in point with Peyton Slough No. 1). Once the new alignment road is built, it would be peeled back as the new alignment is excavated. The new alignment would be excavated to -3.5 feet NGVD. The northern 400 feet of new alignment would be dredged from Carquinez Strait. At the northern terminus of the road, a coffer dam with a weir or similar structure would be placed to prevent waters from entering the excavated new alignment during most tidal cycles, as well as to drain the new alignment after high tides that flood the marsh plain. As the road is built northward, the mosquito abatement ditches would be cut-off east of the project. At the southern terminus of the road, a plug of soil would be left in place until just before the transition to the new alignment occurs. Cut-off walls would be installed at points where the paleo-channel intersects the new alignment. A diversion dam would also be placed in the existing Slough to allow flows to continue until the new alignment is ready to receive waters, at which time it would be closed to complete the transition. Just before the transition occurs, the tide gates would be salvaged off of the existing tide gate structure and installed in the new structure.

Applicant:	Rhodia Inc. 100 Mococo Rd. Martinez, CA 94553
Purpose:	To remediate contamination in and adjacent to Peyton Slough
City:	Martinez, CA
County:	Contra Costa

0 250 500 Feet

Datum:	NGVD 29, Port Chicago
MHW:	+2.69 NGVD
MLW:	-0.92 NGVD
OHW:	+0.0 NGVD

Construction Season 1b

URS

Figure 10

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